

## SCOPE OF CLAIMS

1. A control apparatus for an electrically assisted supercharger, comprising a supercharger disposed on an intake passage of an internal combustion engine mounted on a vehicle, and driven by an electric motor; controlling means for controlling the electric motor to control a boost pressure; and pressure detecting means for detecting a state of the atmospheric pressure,

wherein when the atmospheric pressure detected by the pressure detecting means becomes less than a predetermined value, the controlling means makes a driving force of the electric motor larger than that when the atmospheric pressure is not less than the predetermined value.

2. The control apparatus for the electrically assisted supercharger according to Claim 1, further comprising intake air mass detecting means for detecting an intake air mass,

wherein the electric motor controlling means determines an increase of the driving force of the electric motor, based on a deviation between the intake air mass detected by the intake air mass detecting means and a target intake air mass determined based on an operating state of the internal combustion engine.

3. The control apparatus for the electrically assisted supercharger according to Claim 1 or 2, further comprising a turbocharger for performing supercharging by making use of an exhaust flow of the internal combustion engine, and a variable nozzle mechanism for variably controlling a supercharging state by the turbocharger,

wherein when the atmospheric pressure detected by the pressure detecting means becomes less than the predetermined value, consideration to an intake air mass is prohibited on the occasion of determining a control quantity of the variable nozzle mechanism.

- 5           4. The control apparatus for the electrically assisted supercharger according to Claim 3, wherein the electric motor is built in the turbocharger and wherein the supercharger and the turbocharger are integrated with each other.